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MEMORANDUM

To: CMAQ Project Selection Committee

From: CMAP Staff

Date: February 14, 2013

Re: CMAQ Project Change Requests (revised 2/13/13)

Ten projects have submitted requests for approval. Seven projects requested cost increases for \$6,613,826 total (\$5,295,094 federal). Three projects requested to move from FFY 2014 to FFY 2013 totaling \$3,801,374 total (\$3,041,059 federal) and one project requested a scope change. The sponsors' requests are attached.

For Committee Consideration:

Lindenhurst Park District – Grass Lake Rd (TIP ID 10-09-0049)

The sponsor is requesting to be taken off the "B" list, along with a cost increase. Since this project is on the B list it is currently not in the CMAQ multi-year program. The sponsor is requesting that the project be moved from the "B" list and to the 2013 federal fiscal year. The original cost associated with this project, as outlined in the sponsor's application was \$1,342,000 total (\$949,000 federal). The cost increase being sought is \$1,738,000 total (\$1,514,400 federal). The increase being sought is due to revised engineer estimates for construction. If the cost increase is granted the project cost would increase to \$3,080,000 total (\$2,464,000 federal). The sponsor has indicated that this project is on target for the April 26th, 2013 letting thus the entire project amount of to \$3,080,000 total (\$2,464,000 federal) would need to be moved into FFY 2013. A reranking was completed with the project ranking changing from 41st to 67th among Bicycle Facilities projects that applied for inclusion in the 2012-2016 program.

Recommendation to the CMAQ Project Selection Committee:

Consider the request to move this project from the B list to FFY 2013 and a cost increase in the amount of \$1,738,000 total (\$1,514,400 federal) for a project cost of \$3,080,000 total (\$2,464,000 federal) for Lindenhurst Park District – Grass Lake Rd (TIP ID 10-09-0049).

Rolling Meadows - Arlington Park Train Station Bicycle Lane Extension (TIP ID 03-08-0004)

The sponsor is requesting a cost increase in the amount of \$147,534 total (\$63,771 federal) for Right of Way (ROW) acquisition. The increase being sought stems from the need to acquire additional right of way and a temporary easement. This project was programmed in 2008 for \$715,000 total (\$572,000 federal/CMAQ). This project is currently programmed at \$2,034,252 (\$739,000 Federal) after receiving a cost increase of \$1,318,252 total (\$167,000 federal) in 2011. Other federal funds (STP-L) are also being used on this project. ROW had previously been obligated for \$100,000 total (\$80,000 federal).

The request from the sponsor indicates that the CMAQ funded portion would be \$802,771. If the cost increase is granted the programmed amount would increase to \$2,181,786 total (\$802,771 federal/CMAQ).

A reranking was completed with the project ranking remaining unchanged at 19th among 2008 Bicycle Facility projects.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the cost increase of \$147,534 total (\$63,771 federal/CMAQ) for a project cost of \$2,181,786 total (\$802,771 federal/CMAQ) for Rolling Meadows - Arlington Park Train Station Bicycle Lane Extension (TIP ID 03-08-0004).

Skokie – Skokie Valley Trail from Oakton to Village Limits (TIP ID 02-12-0002)

The sponsor is requesting a cost increase in the amount of \$314,537 total (\$251,630 federal) for construction. This project was programmed in 2012 for \$802,000 total (\$544,000 federal). The sponsor has cited updated plans, increased safety and drainage among the reasons for the increased construction cost. If the cost increase is granted the total project cost would increase to \$1,116,537 total (\$795,630 federal).

A reranking was completed with the project ranking ahead of 18 Bicycle Facility projects that received funding in the 2012-2016 program.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the cost increase of \$314,537 total (\$251,630 federal/CMAQ) for a project cost of \$1,116,537 total (\$795,630 federal) for Skokie – Skokie Valley Trail from Oakton to Village Limits (TIP ID 02-12-0002).

Lake County DOT – Roberts at River Rd (TIP ID 10-00-0128)

The sponsor is requesting a cost increase in the amount of \$2,923,750 total (\$2,339,000 federal). This project was programmed in 2008 for \$6,511,000 total (\$5,209,000 federal) with the construction phase programmed for \$5,663,000 total (\$4,530,000 federal). The sponsor has cited the extent of the geotechnical issues encountered as part of phase I engineering and the remediation that will be required to construct the project among the reasons for the increased construction cost. If the cost increase is granted the total project cost would increase to

\$9,435,000 total (\$7,548,000 federal) with the construction phase increasing to \$8,586,750 (\$6,869,000 federal).

A reranking was completed with the project ranking changing from 9th to 10th among 2008 intersection improvement projects. This project is targeting a September 20th, 2013 letting.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the cost increase of \$2,923,750 total (\$2,339,000 federal) for a project cost of \$9,435,000 total (\$7,548,000 federal) for Lake County DOT – Roberts at River Rd (TIP ID 10-00-0128).

Elmhurst – IL 56/Butterfield at Commonwealth Ln (TIP ID 08-09-0011)

The sponsor is requesting to transfer funds from right of way acquisition to construction, along with a cost increase. This project was programed in 2012 for \$1,963,000 total (\$377,181 federal/CMAQ) for construction and construction engineering. This project is also using STP-L funds for construction. At the August 28, 2012 Project Selection Committee meeting, right of way acquisition (ROW) was added as a phase of this project with \$95,000 total (\$76,000 federal/CMAQ) being transferred from construction to right of way acquisition (ROW) which was subsequently obligated. The sponsor has indicated that right of way acquisition has now been eliminated from the project and would like to transfer \$95,000 total (\$76,000 federal/CMAQ) to construction. Additionally the sponsor has requested a cost increase in the amount of \$58,289 in CMAQ funding. Total costs for the project have declined slightly from the amount CMAP initially had associated with this project. The sponsor's request would increase the CMAQ share of the construction cost without increasing the total project cost. The sponsor has stated that cost have increased from the initial study cost due to further detailed studies. If the cost increase is granted the project cost would be \$1,943,183 total (\$435,470 federal/CMAQ). The sponsor would also need to deobligate the ROW funds before they could be transferred to the construction phase.

This project was not reranked since the total project costs have declined. This project originally was programmed ahead of 2 other intersection improvement projects that received funding in the 2012-2016 program.

Recommendation to the CMAQ Project Selection Committee:

Consider the request to transfer \$95,000 total (\$76,000 federal/CMAQ) from ROW to construction and a cost increase of \$58,289 in CMAQ funding for a project cost of \$1,943,183 total (\$435,470 federal/CMAQ) for Elmhurst – ILL56/Butterfield at Commonwealth Ln (TIP ID 08-09-0011).

Aurora – Eola Rd from E New York St to Wolf's Crossing Rd (TIP ID 09-12-0004)

The sponsor is requesting to have the construction phase for this project moved from Federal Fiscal Year (FFY) 2014 to FFY 2013, along with a cost increase. This project was programmed in 2012 for \$1,834,500 total (\$1,467,600 federal) with the construction Phase programmed for \$1,722,800 total (\$1,378,200 federal). The sponsor is requesting a cost increase in the amount of \$81,105 total (\$64,884 federal). The reason for the increase is based on the detailed estimate of

cost submitted to IDOT. If the cost increase is granted the project cost would be \$1,915,605 total (\$1,532,484 federal). The CMAQ program does have the ability to program this project in FFY 2013 without violating fiscal constraint in the TIP. This project is targeting the April 26th, 2013 letting.

A reranking was completed with the project ranking unchanged, ahead of 8 other signal interconnect projects that received funding in the 2012-2016 program.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the request to have the construction phase for this project moved from FFY 2014 to FFY 2013 and a cost increase in the amount of \$81,105 total (\$64,884 federal) for a project cost of \$1,915,605 total (\$1,532,484 federal) for Aurora – Eola Rd from E New York St to Wolf's Crossing Rd (TIP ID 09-12-0004).

Aurora – Hill Ave. from Ohio St to Montgomery Ave (09-12-0002)

The sponsor is requesting to have the construction phase for this project moved from Federal FFY 2014 to FFY 2013. This project was programmed in 2012 for \$733,400 total (\$586,700 federal) with the construction Phase programmed for \$683,000 total (\$545,600 federal). The CMAQ program does have the ability to program this project in FFY 2013 without violating fiscal constraint in the TIP. This project is targeting the August 2nd, 2013 letting.

This project was not reranked as the cost did not change. This project originally was programmed ahead of 3 other signal interconnect projects that received funding in the 2012-2016 program.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the request to have the construction phase for this project moved from FFY 2014 to FFY 2013 for a project cost of \$733,400 total (\$586,700 federal) for Aurora – Hill Ave. from Ohio St to Montgomery Ave (09-12-0002).

Aurora – McCoy Dr./Commons Dr. from Gregory St./New York St. to IL 59/US34 (TIP ID 09-12-0012)

The sponsor is requesting to have the construction phase for this project moved from FFY 2014 to FFY 2013. This project is programmed for \$1,152,369 total (\$921,875 federal) with the construction Phase programmed for \$1,073,619 total (\$858,875 federal). The CMAQ program does have the ability to program this project in FFY 2013 without violating fiscal constraint in the TIP. This project is targeting the April 26th, letting.

This project was not reranked as the cost did not change. This project originally was programmed ahead of 4 other signal interconnect projects that received funding in the 2012-2016 program.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the request to have the construction phase for this project moved from FFY 2014 to FFY 2013 for a project cost of \$1,152,369 total (\$921,875 federal) for Aurora – McCoy Dr./Commons Dr. from Gregory St./New York St. to ILL 59/US34 (TIP ID 09-12-0012)

Lincolnwood – Touhy Ave Overpass (Skokie Valley Bike Trail) (TIP ID 02-12-0003)

The sponsor is requesting a cost increase in the amount of \$66,900 total (\$53,520 federal). This project was programmed in 2012 for \$1,790,000 total (\$1,432,000 federal) with phase I engineering programmed for \$110,000 total (\$88,000 federal). The sponsor has stated that more detailed engineering work is required than was originally anticipated as the reason for the increase. If the cost increase is granted the total project cost would increase to \$1,856,900 total (\$1,485,520 federal) with Phase I engineering increasing to \$176,900 (\$141,520 federal).

A reranking was completed with the project ranking unchanged, ahead of 13 Bicycle Facility projects that received funding in the 2012-2016 program.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the cost increase of \$66,900 total (\$53,520 federal) for a total project cost of \$1,856,900 total (\$1,790,000 federal) for Lincolnwood – Touhy Ave Overpass (Skokie Valley Bike Trail) (TIP ID 02-12-0003).

IEPA – Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project (TIP ID 13-10-0005)

The sponsor is requesting a scope change to reduce the number of locomotives repowered from 4 to 3 and change the type of engine from Tier II switcher locomotive to a Tier III line-haul locomotive. The line-haul locomotives are necessary to complete movements between different yards in the region. The per unit cost of the repowers will increase from \$1.8 million per unit to \$2.3 million. With the reduction in the number of units this will still cause the total cost of the project to increase by \$1.7 million. The sponsor is not asking for an increase in CMAQ funding and the railroad will increase its participation share from 35% to 51%. The project was reanalyzed and the cost per kilogram of PM eliminated increased from \$249 to \$440.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the scope change reducing the number of locomotive retrofits from 4 to 3 at the Tier III line-haul locomotive standard.

Administrative Changes:

Lake Zurich – Lake Zurich-US 12/Rand Road at Ela Road (TIP ID 10-02-0007).

The sponsor asked to have phase II engineering removed from the deferred list. The sponsor has indicated (confirmed by IDOT) that phase I engineering has been accomplished. Staff undertook this as an administrative change.